

Approved For Release 2002/06/24 : CIA-RDP75B00326R000200130023-5

FILE INFO

*Aug 14 1973 36170 Shor 14 AUG 73 22 052*

ACTION		REPRODUCTION PROHIBITED				14 AUG 73 22 052	
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	3	7		12		17	
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FMNS E C R E T 142017Z AUG 73 CITE

25X1A

25X1A

PRIORITY 

25X1A

FINALIST 

25X1A

SUBJ: U-2CT  TRAINING SYLLABUS

25X1A

REF:  (7 AUG 73)THE FOLLOWING PROPOSED U-2CT  TRAINING SYLLABUS IS

25X1A

FORWARDED FOR YOUR REVIEW:

## 1. GENERAL

A. PURPOSE: THIS CHAPTER PRESCRIBES U-2R CREW TRAINING REQUIREMENTS UTILIZING THE U-2C TRAINER.

## B. POLICY:

(1) THE U-2 R TRAINEE WILL FLY A MINIMUM OF THREE U-2CT MISSIONS FROM THE REAR SEAT WITH THE IP IN THE FRONT SEAT.

(2) ALL FLIGHTS WILL BE CONDUCTED IN THE LOCAL FLYING AREA.

(3) ALL TAKE-OFFS AND LANDINGS WILL BE VIDEO-TAPED.

(4) ALL TAXI, TAKE-OFFS AND IN-FLIGHT EVENTS WILL BE DEMONSTRATED BY THE IP PRIOR TO BEING PRACTICED BY THE TRAINEE.

2. TRAINING REQUIREMENTS: THE FOLLOWING REQUIREMENTS WILL BE ACCOMPLISHED ON EACH U-2CT TRAINING MISSION.

## A. BRIEFING:

(1) SCHEDULE OF EVENTS.

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S E C R E T

(2) DETAILED BRIEFING OF MISSION REQUIREMENTS AND  
INSTRUCTION ON HOW TO ACCOMPLISH REQUIREMENTS.

(3) EMERGENCY OR UNUSUAL EVENT PROCEDURES.

B. PREFLIGHT:

(1) THE IP WILL ACCOMPLISH THE U-2CT EXTERNAL PREFLIGHT.

(2) THE TRAINEE WILL ACCOMPLISH THE REAR COCKPIT  
CHECK UNDER IP SUPERVISION.

C. GROUND OPERATIONS:

(1) THE ENGINE WILL BE STARTED BY THE IP IN THE  
FRONT COCKPIT.

(2) TAXI OPERATION. (SEE PARA 3)

(3) FLIGHT OPERATION. (SEE PARA 3)

D. DEBRIEF AND CRITIQUE: THE DEBRIEF WILL INCLUDE A  
DETAILED DISCUSSION OF ALL MISSION ACCOMPLISHMENTS. VIDEO-  
TAPE WILL BE USED IN CONJUNCTION WITH DEBRIEF OF TAKE-OFFS  
AND LANDINGS.

3. U-2CT FLYING TRAINING:

A. IQ #1

(1) DURATION 1.5 HOURS.

(2) POGOS WILL BE INSTALLED FOR ENTIRE FLIGHT.

(3) TAXI. HIGH SPEED TAXIING WILL BE PERFORMED

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SECRET

PRIOR TO TAKE-OFF (MAXIMUM SPEED OF 56 KNOTS).

CARM FLIGHT

(A) TAKE-OFF, RETRACT GEAR, CLIMB SPEED 160 KTS, PROCEED TO WORK AREA.

(B) LEVEL OFF AT 15,000 FEET, (17,000 FEET MAX) EXTEND LANDING GEAR, OPEN BLEED VALVES, AND EXTEND SPEED BRAKES.

(C) FLIGHT CHARACTERISTICS.

1 ACCELERATION AND DECELERATION.

2 GUST CONTROL FAMILIARIZATION.

3 TURNS.

4 CHECK FUEL BALANCE.

5 APPROACH TO STALLS (GEAR DOWN, SPEED, BRAKES OUT, STALL STRIPS OUT, FLAPS ZERO DEG, 15 DEG, 25 DEG AND FULL FLAPS, HAND RECOVER AT INITIAL ONSET OF STALL BUFFET).

(D) DESCENT TO TRAFFIC PATTERN ENTRY (160 KTS MAX).

(E) TRAFFIC PATTERN TOUCH AND GO LANDINGS.

1 THE IP WILL DEMONSTRATE NORMAL TRAFFIC PATTERN, NO FLAP PATTERN AND TOUCH AND GO PROCEDURES.

2 THE TRAINEE WILL ACCOMPLISH THE ABOVE PATTERNS.

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S E C R E T

3 THE TRAINEE WILL ACCOMPLISH A NORMAL  
FULL STOP LANDING (125 GAL FUEL MINIMUM).

B. IQ #2

(1) DURATION 1.0 HOURS.

(2) POGOS MAY BE DROPPED OR RETAINED BASED ON  
TRAINEE PERFORMANCE.

(3) TAXI. ADDITIONAL HIGH SPEED TAXI PRACTICE  
MAY BE ACCOMPLISHED BASED ON TRAINEE PERFORMANCE.

(4) FLIGHT.

(A) TAKE-OFF, RETRACT GEAR, ENTER INITIAL.

(B) TRAFFIC PATTERNS AND LANDINGS.

1 THE TRAINEE WILL PRACTICE NORMAL  
TRAFFIC PATTERNS AND LANDINGS (MINIMUM OF FOUR).

2 THE TRAINEE WILL PRACTICE A NO FLAP  
PATTERN AND LANDING (MINIMUM OF ONE).

3 THE IP WILL DEMONSTRATE AN SFO PATTERN  
WITH AND WITHOUT FLAPS.

4 THE TRAINEE WILL PRACTICE SFO PATTERNS  
WITH AND WITHOUT FLAPS (MINIMUM OF TWO EACH).

5 THE TRAINEE WILL ACCOMPLISH A NORMAL

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S E C R E T

FULL STOP LANDING.

C. IS #3

- (1) DURATION 1.5 HOURS.
- (2) POGOS.H DROPPED.
- (3) TAXI. NORMAL.
- (4) FLIGHT.
  - (A) TAKE-OFF AND ENTER ILS (GCA) PATTERN.

THE TRAINEE WILL ACCOMPLISH TWO ILS (GCA) PATTERNS.

- (B) TRAFFIC PATTERNS AND LANDINGS.

1 THE TRAINEE WILL PRACTICE A MINIMUM  
OF FOUR NORMAL TRAFFIC PATTERNS AND TOUCH AND GO LANDINGS.

2 THE TRAINEE WILL PRACTICE NO FLAP  
PATTERN AND LANDING (MINIMUM OF ONE).

THE TRAINEE WILL PRACTICE SFO PATTERNS  
WITH FLAPS AND SFO PATTERNS WITHOUT FLAPS (MINIMUM  
TWO EACH).

4 THE TRAINEE WILL ACCOMPLISH A NORMAL  
FULL STOP LANDING.

E-2 IMPST

S E C R E T

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